

DATE: 8 Feb 2019 (1100)

SUBJECT: Application of New/Revised NAT OPS BULLETIN 2018_05 Contingency Procedures

Introduction. Requests have been received to clarify the North Atlantic (NAT) and New York Oceanic Airspace where the new/revised “Special Procedures For in-Flight Contingencies In Oceanic Airspace” are to be applied during the trial of ASEPS (Advanced Surveillance-Enhanced Procedural Separation). (The ASEPS trial is planned to start on or about 28 March 2019. (NAT OPS BULLETINS 2018_03, 2018_005 and 2018_006 refer).

NAT OPS BULLETIN 2018_005 was issued on 17 Dec 2018 and is posted under “EUR/NAT Documents” on the ICAO EUR/NAT Office Website. The NAT OPS Bulletin 2018_2005 title page and the second sentence of paragraph 1.1 (page 2) both contain the sentence below:

“These procedures are applicable in the NAT Region 28th of March 2019, coincident with the trial of Advanced Surveillance-Enhanced Procedural Separation (ASEPS) using Automatic Dependent Surveillance- Broadcast (ADS-B) in the Shanwick, Gander and Santa Maria Oceanic Control Areas, and will subsequently replace those currently published in the PANS ATM (ICAO Doc 4444).”

The 2018_05 paragraph has led to two questions:

1. In what airspace should the new/revised contingency procedures be applied during the NAT ASEPS trials (on or about 28 March 2019)?

ANSWER:

A. The new/revised contingency procedures contained in 2018-005 should be applied from the start of the ASEPS operational trial by all aircraft operating in NAT Regional Airspace at all altitudes.

B. The new/revised contingency procedures should be applied by all aircraft operating in the New York oceanic CTA/FIR at all altitudes. This includes NY Oceanic East and NY Oceanic West (including WATRS). (See U.S. Aeronautical Information Publication (AIP) ENR 7.3 paragraphs 1, 2 and 4).

Note: The ASEPS trials are to be conducted in the Shanwick, Gander and Santa Maria Oceanic Control Areas.

2. Are the new/revised contingency procedures to be applied only by aircraft participating in the ASEPS trial?

ANSWER: No. The new/revised contingency procedures are to be applied by all aircraft operating in NAT Regional Airspace and in the entire NY Oceanic CTA/FIR. They are to be applied by aircraft that meet ASEPS requirements and those that do not (e.g., aircraft that meet only High Level Airspace (HLA) requirements).

CONCLUSION. The intent is for pilots operating in NAT Regional Airspace and the entire NY Oceanic CTA/FIR to have a single set of contingency procedures to apply when necessary.

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